

COPY

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office

ENF Environmental Notification Form

<p><i>For Office Use Only</i> <i>Executive Office of Environmental Affairs</i></p> <p>EOEA No.: <i>14287</i> MEPA Analyst: <i>Holly Johnson</i> Phone: 617-626-<i>1023</i></p>
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The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Holden Public Safety Facility		
Street: 1384 Main Street		
Municipality: Holden	Watershed: Nashua Watershed	
Universal Transverse Mercator Coordinates: N4693060, E263481	Latitude: 42d 21' 13" N	Longitude: 71d 52' 18" W
Estimated commencement date: March, 2009	Estimated completion date: March, 2010	
Approximate cost: \$12,500,000	Status of project design: 65% complete	
Proponent: Mr. Brian Bullock, Town Manager		
Street: Starbard Building, 1204 Main Street		
Municipality: Holden	State: MA	Zip Code: 01520
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Ms. Amy Colp		
Firm/Agency: Kaestle Boos Associates, Inc.	Street: 325 Foxborough Blvd., Suite 100	
Municipality: Foxborough	State: MA	Zip Code: 02035
Phone: (508) 549-9906	Fax: (508) 549-9907	E-mail: acolp@kba-architects.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): **None**

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals:

1. Massachusetts DCR- Variance for exceeded threshold of impervious area, and work within 200-foot buffer.
2. Massachusetts DCR – Sewer connection approval for connection to interceptor sewer.
3. Massachusetts DCR & DEP – Stormwater Pollution Protection Plan (SWPPP) approval.
4. Massachusetts Highway Dept. – Curb Cut Permit.
5. Massachusetts Highway Dept. – Road Opening Permit.
6. Massachusetts highway Dept. – Signal Permit.
7. Massachusetts Executive Office of Environmental Affairs (MEPA) – ENF Review & Approval.

- 8. United States Environmental Protection Agency – Notice of Intent and Notice of Termination.
- 9. Town of Holden Conservation Commission – Order of Conditions
- 10. Town of Holden – Sewer Connection Permit
- 11. Town of Holden Planning Board – Site Plan Review
- 12. Town of Holden Planning Board – Special Permit
- 13. Town of Holden Tree Warden – Public Shade Tree Removal Permit.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---|---------------------------------------|--|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input checked="" type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions (Pending) <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit (Pending) <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: Massachusetts DCR - Variance for exceeded threshold for impervious area and work within 200 foot buffer. Massachusetts DCR – Sewer connection approval for connection to Interceptor sewer. Massachusetts DCR & Massachusetts DEP – Stormwater Pollution Protection Plan (SWWWP) approval. MHD – Curb Cut Permit MHD – Road Opening Permit MHD – Signal Permit
Total site acreage	2.89			
New acres of land altered		2.78		
Acres of impervious area	0.75	1.45	2.20	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		0		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage	9308.76	32512.58	41821.34	
Number of housing units	0	7	7	
Maximum height (in feet)	25'-0"	47'-0"	47'-0"	
TRANSPORTATION				
Vehicle trips per day	214	40	254	
Parking spaces	51	92	143	
WATER/WASTEWATER				
Gallons/day (GPD) of water use	2706	150	2856	
GPD water withdrawal	N/A	N/A	N/A	
GPD wastewater generation/ treatment	300	1200	1500	
Length of water/sewer mains (in miles)	N/A	N/A	N/A	

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

- a) The project site is a 2.89 acre, Town owned parcel of land located in Holden, Massachusetts along Route 122-A (Main Street). The project site is currently two separate parcels; one contains a private residence and the other the Holden Fire Department building. The parcel containing the private residence will be acquired by the Town to make up the 2.89 acre site. The site presently contains the Holden Fire Department building, a concrete apron, asphalt parking areas, a communications tower, a training and repelling tower, woodland areas, numerous large stockpiles of miscellaneous debris and fill material, a private residence, and various auxiliary structures. There is 40' of Right-of-Way (ROW) from the southern property line to the edge of Route 122-A. There are numerous mature deciduous shade trees with caliper sizes exceeding 36" in diameter located in this area of ROW. The site slopes from west to east, dropping approximately 30'-0" in grade, and approximately 20'-0" north to south. The rear (north) of the site abuts railroad tracks, and is within the 400', 200' and 100' buffer zones of off-site wetlands, ponds and the Tannery Brook.

The proposed project is the construction of a new public safety facility for the Town of Holden. The facility will relocate the existing Town's Fire and Police Departments from other locations in downtown, to one centralized location. The existing Fire Department building will remain in place, and will be used for storage of auxiliary vehicles. The Town may convert the building for other Town uses at a later date. The new facility will contain combined dispatch operations for the Police and Fire Departments, and a community meeting room for training as well as Town wide meetings. The Fire Department area will contain a housing area (consisting of bunk rooms, a living area and a kitchen) for on-duty Fire staff, administration offices and a Fire apparatus storage area. The Police Department area will contain public records and permit offices, administration and support areas (consisting of offices, meeting rooms and lockers), a detention facility and a sallyport. The site will provide parking areas for staff, visitors and first-responders, as well as a small covered parking area, an overflow parking/Fire training area (gated), and an impound vehicle area. Circulation has been designed to minimize any potential vehicular/pedestrian conflicts and to ensure Police and Fire personnel can respond to emergencies rapidly and safely. A new concrete apron is proposed for the existing Fire Department building, as well as for the new facility. Pedestrian walkways will provide safe access around the site and will also connect to the existing walkways located along Route 122-A. Numerous retaining walls will be required throughout the site in order to accommodate for the large amount of grade differential across the property.

b) There were three major on-site alternatives discussed and considered during the planning phase of the project:

- 1) Demolish and remove the existing Fire Department building. This would enable the new facility to shift to the west, allowing for additional visitor parking and separate "in and out" access drives. It would also provide an alternative if the existing residential parcel was unable to be acquired, as the circulation design and building location would not conflict with the existing residence or its property boundaries.
- 2) Locate the new facility further to the back of the site (northeast corner). This would allow for greater separation between the new facility and the existing facility. This option would also limit any road frontage, and the facility would not be visible from the road (not ideal condition) due to the large grade differential and required Fire apparatus response. This would also move facility further into environmental setbacks.
- 3) Do not move forward with project. This would leave the existing Fire Department and Police Department building as they are. This solution would maintain unstabilized soils within the Water Protection Act buffers and Wetland Protection Act buffers. Proposed project will properly stabilize site and properly manage stormwater runoff. If project is not undertaken, the safety of Town residents and the property of the Town of Holden could drastically be affected in the years to come.

There were two major off-site alternatives discussed and considered during the planning phase of the project:

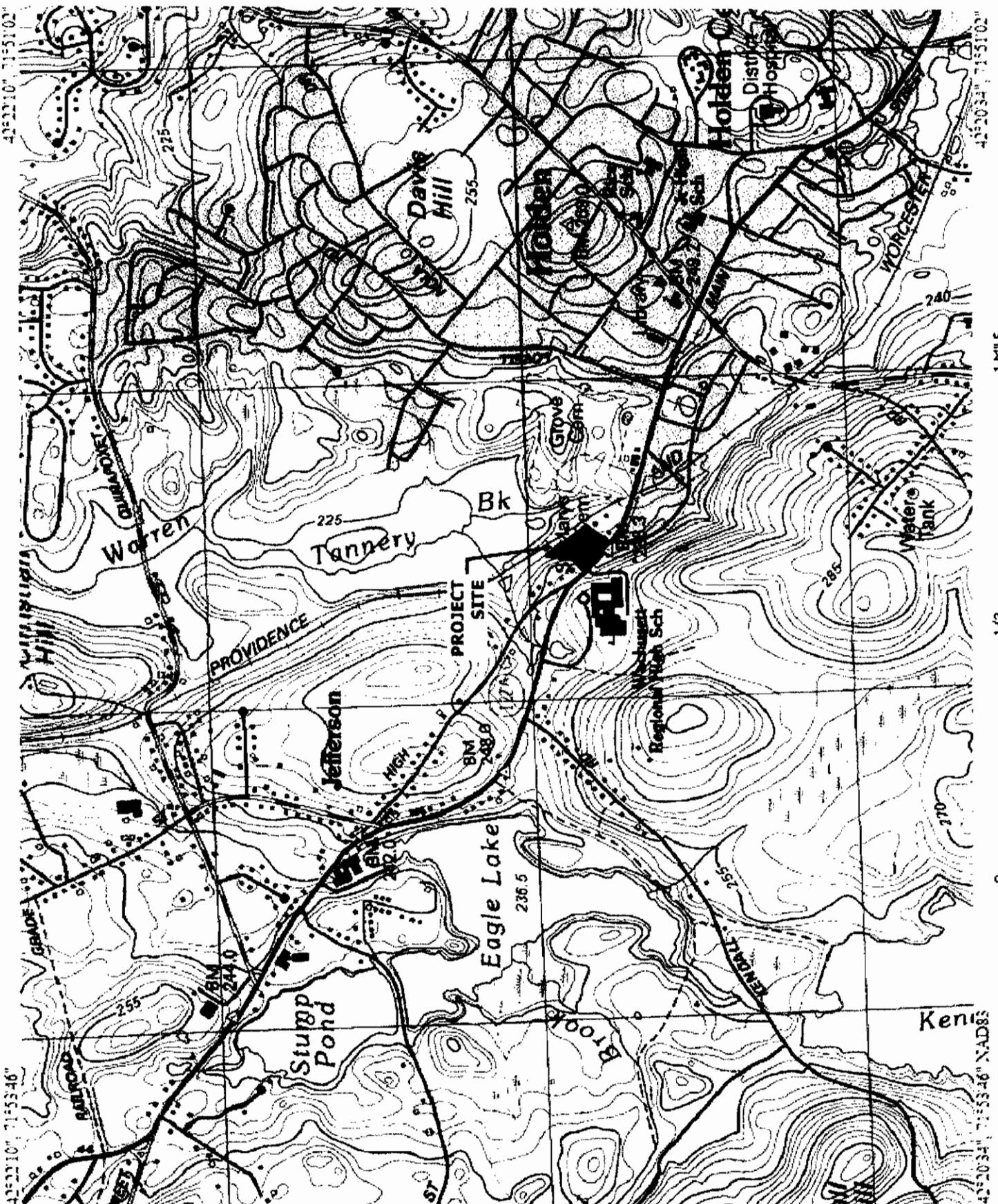
- 1) Purchase and develop another site for the proposed facility. Sites must be large enough to support this type of facility and all related program elements, as well as to keep the Fire Department within acceptable response time distances to downtown. An extensive study of numerous other parcels of either Town owned land or land that could be acquired by the Town was performed in 2005. The proposed parcel was chosen as the most desirable, and the one that could service the needs of both Departments adequately.
- 2) Expand the existing Fire Department Building and the existing Police Department Building to provide required space to accommodate the program for each Department. While this option is feasible, combining the two facilities is more economical and practical for the Town. It will eliminate duplication in dispatching and other day-to-day operations, therefore actually reducing the required expansion size when in a combined facility.

c) In order to accommodate the proposed on-site alternatives, the following mitigation measures would be required:

- 1) As the existing Fire Department building is proposed to house auxiliary vehicles and be used for storage, the demolition of said building will require either the construction of an additional building on-site, or the expansion of the proposed new facility to accommodate these additional vehicles and storage spaces. This would significantly increase projects and does not aid the functionality of the project in any way.
- 2) If the new facility was to shift to the northeast corner of the site, it would limit the parking capacity, or force the parking to be terraced. This is feasible to accomplish, but would significantly increase site disturbance and importing of soil materials. In addition, if the proposed new facility was to have no road frontage, significant signage would be required to draw attention to the facility's location. It is not an ideal condition to provide no road frontage for public safety facilities.
- 3) Not moving forward with the project would result in the descriptions highlighted in Part B.3.

In order to accommodate the proposed off-site alternatives, the following mitigation measures would be required:

- 1) As previously noted, an extensive study was performed in 2005 to determine the best location for the proposed new facility. This study would need to be revisited to determine if any of the other parcels could potentially be developed for this facility. Additional land acquisition may be necessary for this project to occur on another site, or potentially the Fire Department building and the Police Department building would have to be constructed on separate sites.
- 2) A thorough analysis of the existing Police Department site would be required to determine if adequate space is available for an existing building expansion. Potential land acquisition of abutting properties could be necessary to accommodate all program requirements. There is adequate space available to expand the existing Fire Department building in its current location.

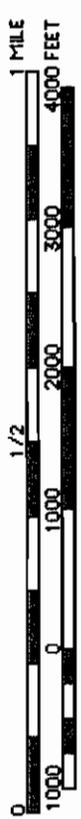


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42°20'34" N 71°51'02" W

42°20'34" N 71°55'46" W NAD83



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